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Just the thing for Cramps and  
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A Fine Supply of Other Liquors  
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### EXTRA STRONG ROPE AND BLOCKS TO HANDLE MACHINERY.

We carry in stock a special 4-strand-  
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ference manufactured to our order.  
This rope is 25 per cent stronger than  
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We also carry extra strong blocks,  
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Plantation managers will be furnish-  
ed with any information in reference to  
equipment for handling heavy weights,  
by our manager, Captain C. J. Camp-  
bell.

A full stock of well-boring rope.  
Wire rope of all descriptions and  
blocks and other equipment for the  
same.

Steam plow rope, guaranteed to be the  
best in the world.  
Special wire and Manila ropes manu-  
factured to order.

A full line of paints, oils and var-  
nishes of superior quality, especially  
manufactured to withstand the action  
of sea air.

Lanterns and lamps for ships' use,  
and a full stock of general ship chand-  
lery.

**WILDER'S STEAMSHIP CO.,**  
SHIP CHANDLERY DEPARTMENT.  
Captain C. J. CAMPBELL, Mgr.

### "Arabic"

WHEN ON, LOOKS LIKE SNOW.



And has the same cooling effect, but  
is everlasting.  
COOLS FIFTEEN DEGREES.

California Feed Co.

AGENTS

FROM MAUI!

### KAHIKINUI MEAT!

FRESH EVERY DAY

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market.

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Lowest Prices.

## NEWS OF THE WATERFRONT

### Luminous Meteorite Seen From the Deck of Werra Off Molokai.

CALMS and light winds in the At-  
lantic and Pacific, and extreme  
rough weather for four weeks

while rounding the Horn, delayed the  
German bark Werra. When the bark  
entered Honolulu harbor yesterday  
morning behind the tug Fearless she  
had completed a voyage from Bremen  
lasting just 157 days. She brings a  
general cargo consigned to Hackfeld &  
Co., not the least of which is a large  
lot of gin and wines, while a few pianos,  
"made in Germany," are on the  
manifest. She came into port early  
yesterday morning and is now moored  
at Brewer's wharf. Captain Brunings  
is in command of the bark, which is  
registered 857 tons. This is the first  
trip of the captain and vessel to this  
port, but will probably not be the last.  
From Honolulu the Werra goes to Port-  
land to load cereals for Germany. Mate  
Gerdes is making his second visit here  
in twelve years. He was first here on  
the Discovery. One of the Werra's  
trips, made between Chili and Ger-  
many, proved her to be a speedy ves-  
sel when there is enough wind to fill her  
sails properly. On this voyage she was  
eighty-one days, which is considered a  
fine record. Another quick voyage was  
between Durban, Africa, and Mel-  
bourne, the distance being covered in  
twenty-eight days.

On the meteorological record of the  
Werra, Captain Brunings has made an  
entry which he believes will be inter-  
esting to astronomers. Yesterday  
morning at 3:30 o'clock, while the bark  
was near Molokai, the captain was on  
deck, when suddenly a streak of light  
shot seemingly out of the ocean and  
mounted heavenwards. The streak did  
not make its trajectory so fast that the  
captain could not follow it and he had  
a good opportunity to watch the thing,  
which was a large, luminous meteorite,  
seemingly rise to a great height along  
the arch of the heavens and then take  
a downward course, finally disappear-  
ing behind the Molokai pail. It was a  
sight which he says he has never be-  
fore seen in all his thirty-seven years  
of sea experience.

The great four-masted German ship  
Bertha, 2,905 tons, captained by K.  
Brunings, brother of the master of the  
Werra, is also loading at Bremen for  
Honolulu. She is the largest ship ever  
chartered for this port. Both vessels  
are owned by Watjen & Co.

#### Meade's Passengers Vaccinated.

The transport Meade will probably  
be in port all week, taking on about  
1,400 tons of coal. She will crowd all  
the coal she can get into her bunkers  
and spare space. Very little coal was  
brought from San Francisco, owing to  
the difficulty in obtaining supplies and  
loading it in, brought about by the  
strike. The transport is heavily load-  
ed with army supplies destined for the  
army at Manila. Repairs to her ma-  
chinery will also be made here. Quar-  
termaster Schofield posted an order  
during the trip that all persons must  
be vaccinated, according to strict or-  
ders received to that effect from  
Washington. Persons who had already  
been vaccinated were also included in  
the order, the surgeon to determine  
whether they would have to undergo  
the ordeal a second or third time or  
not. Many sore arms are now being  
tenderly cared for by their respective  
owners.

#### Failed to Deliver Mails.

For failure to deliver two bags of  
mail which arrived last Saturday on  
the steamer Kauai from the Garden  
Isle, the Inter-Island Steam Naviga-  
tion Company was fined \$200 by the  
postal authorities, and the purser is  
now looking for another job. The  
steamer brought over only two bags  
of mail from the Kauais, but small  
as were the parcels the postal regula-  
tions were violated in their not being  
delivered until the following Monday.  
The purser failed to notify the  
postoffice that mail had arrived and  
nothing was known of it until  
Monday morning. It was a clear viola-  
tion of existing regulations, inasmuch  
as the various Inter-Island steamers  
are paid for carrying the United States  
mails. The company has to stand the  
loss, and discharged the purser as a  
warning to the rest of its employees to  
pay strict attention to business.

#### Mariposa and Alameda.

The Oceanic Company's steamer Alameda,  
at the Risdon Iron Works, under-  
going repairs, is not to go into com-  
mission again until September 1. At  
that time she will take the place of  
the Mariposa on the Honolulu route,  
and the latter will go to the Risdon  
Iron Works for new boilers and to  
have her engines changed from com-  
pound to the triple expansion type. The  
same change has been made in the  
Alameda, which will be able to make  
sixteen knots an hour.

#### Steam Schooner Aloha Burned.

The steam schooner Aloha, owned by  
the Dollar Steamship Company, was  
almost completely destroyed by fire  
early on the morning of August 15,  
while lying at anchor near Sausalito.  
The loss will amount to \$25,000 or \$30,-  
000. The Aloha was to have sailed for  
Usal to load lumber for San Fran-  
cisco, but the only person on board  
when the fire broke out was Captain  
Wehrmann, who was reading in his  
room amidships, about 2:30 o'clock in  
the morning, when he detected the  
odor of smoke. He hastily ascertained  
that the fire came from the storeroom  
at the stern of the vessel, but he was  
unable to extinguish it. The fire  
gained such rapid headway that it was  
seen by members of the life saving  
station on the side of the bay, and a  
boat's crew put out for the burning ves-  
sel, after telephoning for a tugboat.  
The life savers were unable to fight the  
flames. The Spreckels tug Reliance  
reached the Aloha at 7:30 o'clock in the  
morning, and after running the vessel  
on the mud, poured two large streams  
of water into the Aloha, finally quench-  
ing the fire, but not before the vessel  
had been ruined. Captain Wehrmann

landed in a small boat. All the after-  
part of the Aloha, the engines, deck  
house and all but the stem, were  
burned, leaving a mere shell of the  
hull.

The Aloha was built in 1898 by Hay  
& Wright for J. S. Kimball, and was  
of 216.23 tons register, with a length  
of 126.5 feet, breadth of 30.5 feet, and  
depth of 10 feet. After plying in the  
Mendocino lumber trade for several  
months, the vessel was purchased by  
the J. S. Kimball Steamship Company  
and placed in the Alaska trade, later  
being sold to the Dollar Steamship  
Company. A member of the firm  
states that the fire was probably  
caused by rats gnawing matches. The  
vessel was insured.

#### Carleton Has Union Crew.

As a direct result of nearly a month  
spent by the ship John A. Briggs in  
getting a non-union crew and getting  
to sea with her cargo of coal from  
Tacoma to San Francisco, the Sailors'  
Union has won a decided victory, says  
the Tacoma Ledger of August 10. The  
ship S. D. Carleton, Captain "Dad"  
Amesbury, which finished loading  
Thursday night, with 3,100 tons of Ros-  
lyn coal for Honolulu, will take a full  
union crew for the first time. As a  
result, she meets with no delay, and  
will probably get to sea today if her  
tug arrives.

The fight between the California  
Sailors' Association and the Sailors'  
Union has been waged bitterly for  
some time. In the case of the Briggs  
it proved disastrous to the vessel,  
which lay loaded and idle for nearly a  
month, at a cost of something like  
\$100 a day to the ship for the delay.  
When she did get away the other day  
it was with a volunteer crew compos-  
ed of leading shipping men of the  
Sound.

Heretofore the Carleton has taken  
non-union crews. The captain demands  
\$40 per month for the Honolulu voy-  
age, and rather than suffer delay and  
annoyance the Carleton pays the re-  
quired wage, and already has her crew  
aboard, and will get away without  
either delay or annoyance. The Car-  
leton's cargo is valued at \$10,875.

#### Surgeon Calkins Again in Honolulu.

One of the persons aboard the mule  
transport Siam, which encountered a  
typhoon in the China Sea off the island  
of Luzon in October, 1899, was Dr.  
Calkins, surgeon United States Volun-  
teers. Dr. Calkins is now a passenger  
on the transport Meade, lying in Ho-  
nolulu harbor, en route to Manila for  
the second time, after a four months'  
leave of absence from the department  
of the Philippines. Since leaving Ma-  
nila he has been advanced to the grade  
of captain for services both in the  
Philippines and in China during the  
Boxer outbreak. Dr. Calkins is one of  
the young, energetic officers of the  
medical department of the army, and  
he has a fine record. On the Siam he  
was an efficient officer, and during the  
typhoon which made the Siam famous  
as having lost all her horses and mules  
at one fell stroke during the height of  
the terrible storm, he was second in  
command of the men, and did some fine  
work. When he made his returns of  
the medical stores placed in his charge,  
which were totally destroyed in the ty-  
phoon, the surgeon general promptly  
accepted them—something very unusu-  
al in a department where red tape  
cuts a big figure.

#### Improved Method of Ship Loading.

Capt. W. L. McCabe, of the steve-  
doring firm of McCabe & Hamilton, of  
Tacoma and Seattle, and McCabe,  
Hamilton, Renney & Co., of Honolulu,  
inventor of the McCabe portable ship  
and warehouse conveyor, and the Mc-  
Cabe friction chute, visited New York  
last week, bringing with him two  
working models of the inventions which  
he exhibited to a number of steamship  
managers, stevedores and others in-  
terested in shipping matters, says the  
New York Maritime Register. He was  
accompanied by James McCabe, his  
brother, also of Tacoma, who is well  
versed in the mechanism and workings  
of his brother's inventions. The con-  
veyor, which has been in service on  
the Pacific Coast for the past five  
years, is a rapid, safe and economical  
device for loading vessels, and elimi-  
nates the causes of accidents to steve-  
dors or ship, and the breakage of cargo.

Captain McCabe, in working his con-  
veyor, has introduced a movable trestle  
or truss on which the conveyor is  
slung, thus allowing it to be shifted  
into any position desired. The con-  
veyor is fitted with an adjustable arm  
placed on the top on which a guide  
sheet may be shunted to the delivery  
side from an angle. The initial force  
of the conveyor is sufficient to place  
the package raised well along the slide  
when even level with the top of the  
conveyor. Its long service at Puget  
Sound ports and Honolulu has proven  
it a success.

An example of the difference in dis-  
patch in loading between the conveyor  
and old method can be gained from  
the following: Six hundred tons of  
flour, bales, packages, etc., per day, is  
considered an exceptionally good day's  
work in hoisting by slings or by stag-  
ing, while with the conveyor and the  
same or less number of men, nearly  
double that amount of work can be  
accomplished, and this at any stage  
of the tide. In fact, the number of  
packages that can be carried by the  
conveyor is only limited by the amount  
of cargo that the gang can properly  
stow in the vessel's hold. The con-  
veyor is arranged so that an awning  
cover may be spread over its entire  
length, extending over the vessel's  
hatch, thus allowing the vessel to be  
worked in all sorts of weather. Captain  
McCabe has also been working for  
several years a friction chute, for  
which he has a patent pending. The  
chute is giving very satisfactory re-  
sults in its use in the warehouses and  
on the ships at Puget Sound ports and  
Honolulu. By the employment of the  
chute packages of the most fragile na-  
ture can be sent down from the ware-  
house or into a vessel's hold without  
receiving the slightest damage. With  
the chute at an angle of 60 degrees the  
freight may be stopped at any point  
of the slide.

The stevedoring firm which Captain  
McCabe represents, through their ex-  
tensive business connections, have a  
large acquaintance with the shipown-  
ers of the world, and the worthy in-  
ventions of the captain will no doubt  
receive from them the consideration  
which their merit deserves.



### VESSELS IN PORT.

#### ARMY AND NAVY.

U. S. A. T. Meade, Wilson, from San  
Francisco, August 23.  
U. S. tug Iroquois, Pond.

#### MERCHANTMEN.

(This list does not include coasters.)  
Alice Cooke, Am. schr., Penhallow,  
Port Gamble, August 23.  
Amelia, Am. bkt., Willer, Eureka, Au-  
gust 21.  
Emily Reed, Am. sp., Baker, Newcas-  
tle, July 4.  
Emily F. Whitney, Am. sp., Brigham,  
San Francisco, August 14.  
F. S. Redfield, Am. sp., Jorgenson, Port  
Ludlow, August 10.  
Gerard C. Tobey, Am. bk., Gove, San  
Francisco, August 15.  
Henrietta, Fr. bk., Duris, Hakodate,  
August 12.  
Henry Villard, Am. sp., Lewis, Seattle,  
August 10.  
J. B. Brown, Am. sp., Knight, New-  
castle, July 31.  
Kaulani, Am. bk., Dubel, San Francis-  
co, August 12.  
Rosamond, Am. schr., Johnson, San  
Francisco, July 14.  
S. C. Allen, Am. bk., Johnson, San  
Francisco, July 19.  
St. Nicholas, Am. sp., Brown, Sydney,  
July 24.  
Werra, Ger. bk., Brunings, Bremen,  
August 25.  
Wm. H. Smith, Colley, Tacoma, August  
18.

#### Shipping Notes.

All hands had fire drill on the Ke  
Au Hou Saturday morning.  
The Mikahala left Eleele for Bird  
Island on Saturday afternoon.  
Schooner Forester, now unloading at  
Eleele, expects to finish on Wednesday,  
when the Shade will take her place.

A heavy cargo above and below  
decks on the bark Olympic, is being  
brought to Honolulu. She was to have  
sailed for Honolulu on August 17.

The steamer W. G. Hall brought to  
Honolulu yesterday morning, from Ma-  
kauai: 200 bags rice, 20 bags taro, 35  
bundles hides, 89 packages sundries.  
Purser Christian, of the W. G. Hall,  
makes the following report of sugar on  
Kauai: K. S. M., 2,000 bags; V. K.,  
530; Makaweli, 3,600; G. & R., 650. To-  
tal, 6,780 bags.

The Claudine yesterday brought the  
following cargo from Maui to Hono-  
lulu: 1,303 bags sugar, 109 bags pota-  
toes, 74 bags corn, 108 bags taro, 2  
horses, 128 hogs, 113 packages sundries.

The Kinau brought as freight from  
Hilo and way ports, 275 bundles corru-  
gated iron, 47 bundles green hides, 26  
bags taro, 56 bags potatoes, 22 bags  
corn, 20 cords wood, 1 horse, 22 hogs,  
220 packages sundries.

The following shipping report from  
Mahukona arrived on the Kinau: De-  
parted, August 21, brig Consuelo, Page,  
for San Francisco; cargo, \$98,798  
pounds sugar; value, \$34,238.73. Hawaii  
Railroad Co., Ltd., agents. Passenger,  
Miss Rankin.

The German ship Agnes, 2,135 tons,  
is now loading at Bremen, for Hono-  
lulu. She is the largest vessel of the  
kind ever loaded for this port. She is  
owned by Watjen & Co., the firm  
which also owns the Werra, which ar-  
rived here yesterday morning.

The Kinau arrived early Saturday  
morning from Hilo, making one of the  
quickest trips between the two ports  
yet recorded. The usual stops were  
made, and everybody in the company  
is pleased at the good pair of heels she  
displayed since she came off the Ma-  
rine Railway.

The Inter-Island steamer Ke Au Hou  
arrived yesterday morning from  
Kauai, bringing 3,300 bags A sugar, 400  
bags rice, and 8 packages sundries.  
Purser Lyons reports the following sug-  
ar on Kauai: K. S. M., 1,824 bags;  
V. K., 500; M. A. K., 3,600; G. & R.,  
650. Total, 6,574 bags.

Purser Beckley, of the Kinau, makes  
the following report of sugar on Ha-  
waii: Wainaka, 3,000; Wainaku, 3,000;  
Onomea, 11,728; Pepeekeo, —; Hono-  
mou, 10,000; Hakalau, 16,000; Laupahoehoe,  
800; Ookala, 1,000; Kukaiuau, 2,000;  
Paauilo, 2,000; Paauhau, —; Honokaa,  
500; Kukuilahele, —; Punaluu, 541;  
Honuapo, 200.

The schooner Alice Cooke, from Port  
Gamble, loaded with lumber for Lew-  
ers & Cooke, whose arrival was re-  
ported in the Advertiser Saturday  
morning, had nearly 1,000,000 feet of  
lumber aboard, which is about the  
largest cargo of the kind ever brought  
to Honolulu. Captain Penhallow re-  
ports a fine trip down, the Tillie E.  
Starbuck and an unknown brig being  
sighted during the voyage.

#### Notes From Hilo.

The Miriam, a small schooner, is the  
only vessel in port.

The Carrolton sailed Monday, in ball-  
ast, for Puget Sound.

The Santiago was to leave San Fran-  
cisco on the 16th for Hilo without  
waiting for cargo except just enough  
for ballast. She comes to take back  
sugar which is now waiting for trans-  
portation.

The Roderick Dhu sailed for San  
Francisco Tuesday morning with the  
following passengers: Mrs. Singer, Mrs.  
Cameron, J. Riis, Miss Chapman, Mrs.  
Bouffoffsky and son, J. Anderson, J. P.  
Sisson, Horace Sisson, Mrs. Lambert  
and daughter, J. M. Taft.

#### Steamship Californian.

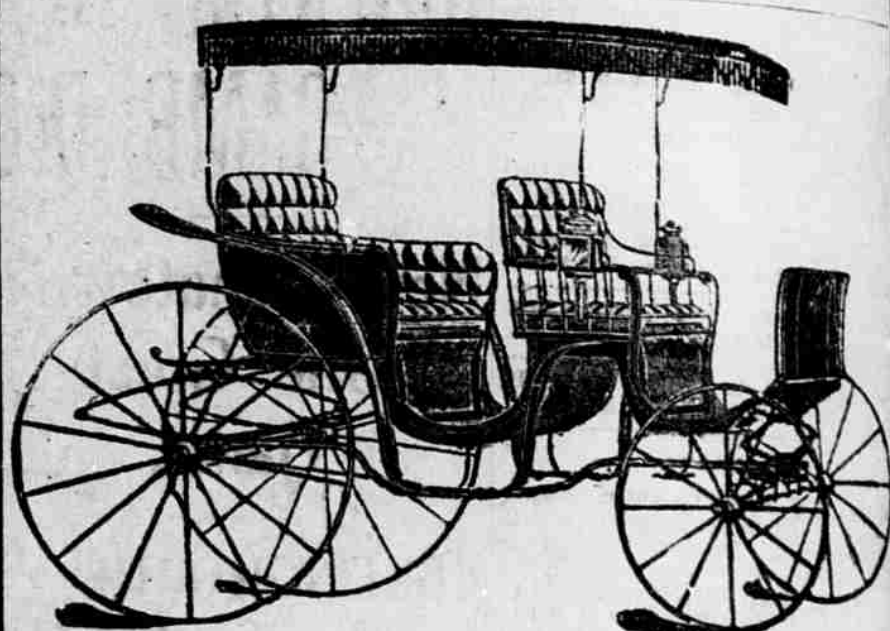
Seattle will owe the coming of the  
American-Hawaiian steamers to that  
port to the fact that they can coal  
cheaper and better at the British Col-  
umbia collieries. The steamer Califor-  
nian is the first of the service and  
was to have arrived at the collieries  
about August 20. After loading 2,500  
tons of coal, she will go to Seattle to  
take what freight is bound to the Is-  
lands, sailing from Seattle about Aug-  
ust 25.

#### Explains Itself.

MAHUKONA, Hawaii, Aug. 23.—  
Tidal wave at Mahukona all bugh;  
usual high tides only.—Collector of  
Customs.

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